

ATTENDEES NAME

ORGANIZATION

STAFF

TITLE

Senior Planner-Transportation
Transportation Planner

Doug Poad asked if there were any additions or corrections to the minutes.

Geneva Werner stated that there are several corrections. Pat and her name were switched. Pat asked the question regarding Fannon Drive, and she thanked Doug for attending the neighborhood hearing.

Doug stated that the minutes are now very detailed, and they will be changing yet again. Our Executive Secretary is leaving and our Recording Secretary is moving up to that position. Our Bookkeeper will now be doing the minutes.

A motion was made by **Pat Wilkerson** to approve the minutes with corrections; seconded by **Geneva** and approved by voice vote.

Doug reviewed the discussions from the preview meeting. The first was transit issues. The second were building permits for 2003.

Doug also provided an update regarding the 18th and Kossuth Street's Hazardous Elimination Safety application. Unfortunately it will be a while before we see construction. There are some design questions and the City is deciding how to approach them. Even when those decisions have been made, this project will probably go under construction next year. Projects take longer to do when using federal funds instead of local funds.

Geneva asked if there is a danger of losing the federal funds. **Doug** stated that Federal Funds have been set aside for this project.

Doug stated that staff has put together another HES application for Earl Avenue at State and 24th Streets. The intersection has both through and left turn lanes and it is controlled by one overhead flashing signal and 4-way stop signs. On the north side of the intersection, 24th Street comes in at an angle. Brian put together collision diagrams, and it clearly shows how the accidents are interrelated between the two intersections. Hopefully by Friday we will know if it will be awarded funds or not. The project costs \$400,000, which includes all construction related activities. It does not include the cost to actually design the improvements or purchasing the small bit of property needed. 24th Street

will be shifted northward putting more distance between 24th Street and State Street. Sidewalks will be added or improved.

Curt Ashendel asked who is going to do the design work, and whether there is a separate budget allocation. **Doug** stated we don't know who will be doing design work and what local funds will be used. The City will probably hire Hawkins since they developed the preliminary costs and design.

Doug stated that they had been looking at other locations including Valley Street in Lafayette. Brian put together collision diagrams, and they show that most of the crashes involve only one vehicle and the roads are usually slippery. Brian has also put together collision diagrams for US 52 at Salisbury. The diagrams have been given to the Engineer's office and Police Department. We are waiting to hear their response.

Geneva asked what would be done at Salisbury and US 52. **Doug** stated that the Engineer will decide what improvements will be needed. Brian plotted the location, the date, the time and what occurred, provided a very comprehensive picture. For example, a number of crashes with this intersection were related to driveways especially west of the intersection.

Doug stated that regarding transit, a good summary of the proposed route changes can be found on the CityBus webpage www.Gocitybus.com. The web page shows the new route maps and times.

Geneva stated that she is interested in the one affecting Vinton Neighborhood. **Doug** said that he will pass along her concerns to Marty at their next staff meeting.

Curt asked if rerouting was based on demand or revisited every so many years. **Doug** replied that was part of it. Marty is very good at looking at population, the users and ridership. He thinks forward and looks to see where changes are needed. Several public meetings were also held, and surveys were done regarding the proposed changes.

Pat asked if they are going to put in new shelters. **Doug** said they are putting in some new shelters. He added that all large capital items that will be purchased are listed in the TIP. Some of those items include: rebuilding engines and transmissions, replacing several buses and new computer hardware, etc. Funds for shelters were requested the previous year. The previous year they did request funds for shelters. Marty is looking at possibly moving some shelters soon.

Pat stated that she thought shelters have more of an impact. **Doug** stated that John Metzinger keeps up on them, their location and replacement.

Steve stated he thought that John's comments were very beneficial.

Doug stated that last week they purchased 4 articulated buses, used of course. Those are the very large buses that are hinged in the center. **Geneva** asked what's the advantage of articulated buses. **Doug** said that they would be used around Purdue. It is amazing how many use the buses that go around campus. At times they have as many as 4 or 5 going around campus. They just don't have enough buses for the capacity to move all the students. **Curt** asked if there would be a turning radius problem with longer buses. **Doug** said there shouldn't be a problem.

III. PROGRAM

Doug passed out several handouts and explained the number of reasons why we put a TIP together. He stated that it is Congressionally required and it is a three to five year transportation plan. It is a bridge. The TIP is a document that takes our conceptual ideas and moves them forward into actual engineering and then to construction. This bridges the gap from thinking about the project, identifying it and actually getting the project going. We include local projects and the state DOT projects. It also lets you know where you tax dollars are being spent. This is also a good tool to manage funds. A

little over 18¢ goes to the Federal Highway Administration every time we purchase gas a gallon of gas. We get a certain amount back every year. This is how we manage those funds.

Doug reviewed the projects. He explained how to read the exhibits. He then explained the different funding sources that are being used for projects. **Doug** read through the list of projects for the Cities and County and where they were at this time.

Steve asked what happened to the Tapawingo North project. **Doug** explained that the City has decided not to pursue the project at this time.

Curt asked if there would be sidewalks and bike lanes included in McCormick Road project. **Doug** said that he thought sidewalks were included, but doesn't know about bicycle lanes. The County seriously considers the other modes of transportation like bicycling and pedestrians.

Doug explained Project 18, McCarty Lane. He added that the project will be a nice bypass for SR 26. The City improved the first section from US 52 to Creasy Lane. The County then improved the portion from Creasy Lane to CR 500 E and built the new bridge over the Interstate. **Pat** asked if the speed limit would be 35 mph. **Doug** stated he didn't know.

Geneva asked if the project was approved prior to the hospital going in. **Doug** stated yes and that the County had been working on the engineering for the last year or so. The County will be using local funds to purchase the property, but they are asking for federal funds for the construction. Construction costs are estimated at about \$6,000,000.

Doug then explained the Cumberland Road Extension project. This will also be a new road. Cumberland currently ends just west of Wal-Mart. The County foresees extending it further to the west, intersecting relocated US 231 and continuing to Klondike Road. This will provide a east-west collector road between Lindberg Road and US 52.

Doug then reviewed the proposed improvements to CR100 W and 140 W, CR 200N from Klondike Road to McCormick and the CR 900E Bridge. Regarding the bridge project, the County will be using innovative bridge funds and a unique material will be applied to the bridge deck.

Curt asked if they going to try and use some of this new light stuff. **Doug** replied that he didn't know, and it will be an interesting project.

Doug then reviewed the HES projects that the County put together. One is at CR 500 N at CR 900 E on the northeast corner of the intersection. The County will be extending the culvert pipes, filling over them and then installing the guardrail further away from the intersection.

Geneva asked if it was just a 2-way stop instead of a 4-way. **Doug** stated he thought it was going to become a 4-way stop, but wasn't sure. The County is going to replace the stop signs with larger ones that will be of higher intensity.

Continuing over the project list, **Doug** reported that the Tyler Road project is from County Line Road to CR 900N, and the improvements include special asphalt material and some shoulder work. The Lilly Road Bridge, by the Eli Lilly plant, will be replaced. South River Road, from CR 500W to CR 300W will be improved. When this is project is completed, a large stretch of South River Road will have wider travel lanes and shoulders.

Curt stated that South River Road past 500 E has wide shoulders.

Doug explained the three projects at the Purdue University Airport.

Steve asked if land acquisition of Runway 28 is more for safety concerns. **Doug** stated that he thought it was.

Projects relating to CityBus were reviewed. The TIP has a specific chapter addressing CityBus, discussing the capital projects they are looking to purchase over the next 3 years. The transit exhibit and landscaping at Imagination Station is a joint project.

Doug stated that the Town of Battle Ground will be rehabilitating Railroad Street.

Curt asked if the widening projects involved changing the number of lanes. **Doug** stated that most of the projects on the south side of Lafayette such as Concord Road, Brady Lane, 18th and 9th are definitely road expansion projects. **Steve** asked if they are going from two to four lanes. **Doug** stated yes.

Steve asked what is the policy for putting in bike lanes. **Doug** said that he didn't know exactly what the City has in mind for each project. They may do combination of different type of designs. South 18th Street has a wide 10' path on the east side of the road. The City wants to include amenities for both pedestrians and bicyclists.

Doug stated that Exhibit 2 is a map showing location of Local Projects.

Doug stated Exhibit 3 discusses projects that are in the pipeline but no federal funding has been allocated. The projects have no planning support. The projects include Stadium Avenue, Williams Street, Yeager Road, Soldiers Home Road and Happy Hollow.

Steve asked if we are thinking of adding lanes on Soldiers Home Road between US 52 and Kalberer. **Doug** said he thought it was possible, but the specific design will come out when they start examining the corridor in more detail.

Steve asked would the state do anything in the next phase of US 231 with SR 443. **Doug** stated not at this time. At best they may resurface and do maintenance work. The City requested funds for Salisbury at US 52. Solutions could include additional lanes and pedestrian improvements. We are first looking at using Hazard funds to see if that is possible; then if not maybe regular federal gas tax funds.

Doug reviewed more projects that included improvements to three railroad crossings, improvements to the Hog Point Bridge and constructing the last segment of the Liner Park Pilot project.

Geneva asked if the 18¢ of each dollar spent on gas comes back to us. **Doug** stated no, 18.5¢ goes to the federal highway trust federal. The Indiana Department of Transportation has indicated that we have roughly 2.5 million dollars to spend each year. It seems like a lot of money, but project costs are expensive.

Steve asked if the 2.5 million dollars is federal highway money for local projects. **Doug** stated yes.

Steve stated that the linear park project is in the purple category, which shows it has no funding. **Doug** said that this is correct; the local funds are sitting there, but the federal funds have not been guaranteed or approved for the project. **Steve** asked if they were going for enhancement funds for the project or is it in the application stage. **Doug** stated they have already submitted the application and the committee is reviewing it at this time. **Steve** asked if it was a federal committee or is it done at the INDOT level. **Doug** stated it is done at the INDOT level, but the committee is comprised of a broad based of interests.

Steve asked if Federal money is allocated to the states in block form.

Doug said there were a record number of applications this year: 144. The State has only has roughly \$17 to \$18 million dollars to spend. Hopefully we will be getting some of these funds.

Steve asked how many rounds there are a year and if there is only one funding round a year. **Doug** said they request projects once per year.

Geneva asked how can all of these projects, which are not really funded, have anticipated years checked. **Doug** said that hopefully soon there would be a decision made in terms of what the Purdue plan will look like. After that is completed, we will start the amendment process to our long-range transportation plan. Once that is done these two projects will be eligible for federal gas tax funds. The City will probably then request an amendment to actually pull these over and put those in the first exhibit and request federal funds for the project. The Technical Transportation Committee will then have to look at and reprioritize all of the projects for which federal funds are being requested.

Doug then reviewed the state project list, including the Hoosier Heartland, several intersection improvements on SR 25 in the western part of the County, replacing a small drainage structure on SR 25 near Americus, widening SR 26 east of I-65, improving the SR 26 intersections at CR 500W and CR 300W, improving SR 26 from CR 550E to CR 900E and improving the intersection at SR 26W at County Line Road. There is only one project on SR 28: a small structure replacement. On SR 38, the State will be improving the intersection at CR 900E and the road through the Town of Dayton. SR 43 has a couple projects including, the widening just north of I-65 and improvements to the interchange. There are a lot of projects on US 52, including replacing the pavement from Union Street to McCarty Lane.

Curt said we knew this was coming, because we were talking about 52 on the west side. INDOT officials said they would be reconstructing 52 on the eastside.

Paul asked if they are going to pull up the pavement and add sidewalks. **Doug** replied that yes, everything that is out there will be replaced. **Curt** asked if that includes the median. **Doug** stated yes, the median maybe included. **Geneva** asked if sidewalks on both sides. **Doug** said he didn't know but it could be possible. **Paul** asked if the improvements were between Greenbush and SR 38. **Doug** stated that officially it's from Union to McCarty but the project has crept out farther to the north and south. **Paul** asked when that is supposed to happen. **Doug** stated ready for contract means it usually 3-4 months the bids are open, and then it is usually two months after that.

Steve asked if there were any plans to lengthen some of turn lanes at Greenbush and Union. **Doug** said that could be very possible. The design plans have not been shown yet.

Doug then reviewed the Norfolk Southern railroad crossing Grade separation at US 52, the pavement replacement project on 52 from Wabash River to Greenbush Street, the bridge rehabilitation work on the US 52 bridge over the CSX railroad and N 9th Street and the improvements to the SR 38 intersection.

Steve asked if the improvements are in conjunction with the development of the Alcoa site. **Doug** stated no. INDOT has noted there definitely needs improvements to the intersection. **Steve** asked what that would that entail. **Doug** said possibly adding dual left turn lanes for 52.

Doug reviewed the project on I-65 at the SR 26 and SR 43 interchanges and the rehabilitation of the Wabash River and Wildcat bridges. A lot of resurfacing will be done on I-65 this summer.

Projects on US 231 were then reviewed. **Doug** mentioned the relocation from South River Road to SR 26 which includes South Intramural Drive. **Doug** then reviewed the bridge replacement project almost 5 miles north of SR 28, the intersection improvements to Stadium Avenue, the new road construction from SR 26 to US 52.

The last two projects, 12 acres of Museums Campus in the Museum at Prophetstown and the construction of Park roads and trails were reviewed.

Doug stated Exhibit 7 is a shorter list that includes projects improving the intersections on SR 25 at South Beck Lane and Old US 231, improving the intersection of SR 26W at CR 200N, CR400E and Jackson Highway and the improvements on US 52 at Hunter Road.

Steve said there have been a lot of close calls even though there are not a lot of accidents. People are doing U-turns from the passing lane. This is a real problem. **Doug** stated that is why the project hasn't been eliminated, just put on hold for now.

The next two projects reviewed included the I-65 bridge over Laramie Creek and over SR 26. Both projects have both been eliminated. INDOT has asked that the enhancement project for the Prophetstown Eagle Wing Center be placed in Exhibit 5. The project is not shown on their approved list.

Steve asked if the two projects eliminated are because of what they are doing to all of the bridges on I-65: slowly widening the bridges over the next ten years to accommodate six travel lanes. **Doug** stated no, he thought they were deleted because the inspection reports found the problems or conditions were not as bad as initially thought.

Paul asked if they will be doing the SR 26 interchange improvements anyway. **Doug** stated yes.

Doug stated there are a number of other aspects of the TIP that are interesting. **Doug** explained the remaining chapters in the TIP, including how it was reviewed, money allotted, projects assigned, and the financial summary.

Doug explained the project priorities and how the federal money is allocated. Only one project, Kalberer Road, will be spending out of the 2004 pot. All of the 2004 money can then be carried over. INDOT has allowed us to budget three years' worth of funds; thus we can spend that money anyway we want to. In 2005, five projects have requested funds. The top priority was given to McCarty Lane. The second priority was given South Intramural Drive, and third priority was given to Tapawingo Extension. The Concord Road project was given fourth priority, and the last priority was assigned to Cumberland Extension. In 2006, the Committee gave first priority to Concord Road. The second priority went Concord and third for Cumberland Extension. In 2007 the only project that received funds was Cumberland Road Extension. Almost all of the 9 million dollars will be spent in these three years.

Paul stated these are all local projects and asked why is South Intramural Drive, which is part of US 231 included. **Doug** stated that US 231 is a state highway, but Intramural is not.

Paul asked if TIP was redone every year. **Doug** stated that it is. The TIP is revisited each year because the federal numbers change.

Doug then spoke about the hot-spot list. This list has been done for several years. The essence of it is to put together a list of problem areas, especially on state roads, and present it to INDOT at their district meeting.

Geneva voiced a couple of concerns. One was with the intersection of Old 231 and Beck Lane. She expressed the need for a left turn signal, as it is heavily traveled and difficult to make that left turn onto Old US 231. The second concern was regarding a left turn signal needed at 18th and South Street. She mentioned that it is often difficult to get more than one car through each stoplight onto eastbound South Street from northbound 18th.

Geneva further asked why left turn signals are not automatically installed with traffic lights. **Doug** stated that, specifically with Old 231 and Beck Lane, it was not designed with the traffic it now sees. He further added that when new traffic signals are put in, the Cities and State look at traffic counts. There are certain requirements that must be met before a left-hand turn signal is installed.

Steve asked who determines whether it meets the warrants. **Doug** said that the INDOT district traffic office makes that decision.

Geneva asked what type of regulations is there in looking at in determining where the left-hand turn signals go. **Doug** said that INDOT has a specific manual that guides traffic improvements.

Geneva asked if it was substantially expensive to make modifications to the existing traffic lights or intersections. **Doug** explained that it depends on the traffic controller in the cabinet and whether or not they need to be replaced. He mentioned that a lot of the traffic signals in the City of Lafayette have been upgraded within the last five years. He does believe that it is relatively simple to add a left hand turn signal light; although expensive, the price is coming down. To replace five or six lights, INDOT has spent about \$100,000. Price is definitely a factor when INDOT is looking at adding a left-turn traffic light.

Discussion focused on the east end of the Twyckenham Bridge and the intersection of Twyckenham and 18th Street. Members asked a left-turn arrow could be added to the left turn lane for cars that are turning north onto 18th Street. **Pat** said that while there is a dedicated left hand turn lane heading eastbound, directly over the new Twyckenham Bridge but there is not a left-hand turn arrow.

Steve stated his concerns regarding traffic lights and signal timing. He mentioned the areas from Yeager to Nighthawk and from Cumberland to Morehouse in West Lafayette on US 52. **Doug** added that the lights are not interconnected.

Steve also mentioned that at Klondike and US 52, especially when school is in session, traffic frequently backs up. He pointed out that at US 52 and Greenbush, the length of the turn lane is not long enough for making a left-hand turn onto Greenbush from 52. He often sees people using the shoulder to get around the stopped cars going straight to the turn lane.

Doug stated within the near future the 26-38 corridor study should be completed. He thinks the improvements to that area will be substantial.

Steve spoke about the difficulties on Northwestern Avenue by Wal-Mart. He mentioned that drivers tend to "criss-cross" lanes, with some going to the shopping plaza or those going on to Cumberland, in addition to the cars merging from west-bound US 52.

Curt expressed his concerns over South and North River Road being very pedestrian unfriendly. He went on to discuss a study done by CityBus involving the lack of space for pedestrians to safely cross the street.

Steve also brought up difficulties in turning left onto Cherry Lane from northbound Northwestern Avenue. There are no left turn arrows.

Curt said that McCormick Road is a problem area. While he was jogging there, he realized it was very dangerous. There are no sidewalk or shoulders. **Doug** said that the County has identified that problem and will hopefully improve that road soon. **Steve** mentioned that construction on that project is slated to begin in 2007. **Doug** stated we are seeing a lot of improvements in the suburbs and county roads are now being converted to city streets.

Doug asked there were any more questions or locations. He reviewed the list and stated they would be presented to the INDOT meeting.

IV. QUESTIONS, COMMENTS, OR SUGGESTIONS

Doug said the minutes were up on the website quicker this time. Staff is considering sending packets by email instead of paper mail. He asked if anyone would like to receive it by email. .

Geneva stated that they decided to get the packet by mail. She also asked for the web address.

Doug gave the county e-mail address. He then explained how to get to the actual site and reviewed the items on the site.

Curt stated if you really like maps they have a GIS site. You can pull up aerial view on any part of the county and blow it up to any size. **Doug** stated the aerals were flown in 2002.

Pat asked if there would be new crash report soon. **Brian** stated how soon depends if we can get the full data from INDOT. Discussion ensued.

Doug stated when they get time they will be looking at a new program called safe routes to school. It appears the new transportation bill may include this. **Curt** said it is likely to be a part of it. They don't know how much money they will have. **Doug** stated we don't know how it is going to work. **Curt** stated you would have to take a tutorial on it.

Doug stated the bottleneck is the conference committee, bringing the two bills together. We are under continuing resolutions of TEA21 until June 30. The Federal Highway website has both the House and Senate versions.

Pat stated she doesn't use the Internet as much.

Doug stated that funding is the big question.

Paul said we are trying to get an inventory on all our sidewalks. **Doug** stated APC did an inventory in 1997 for the whole county, including both Lafayette and West Lafayette for our bicycle/pedestrian plan. **Paul** asked if it was done in an electronic form. **Doug** stated that it was done by hand.

Doug asked if there were any specific topics the member would like to discuss at the next meeting.

V. ADJOURNMENT

The next meeting is scheduled for July 27, 2004.

Respectfully submitted,

Linda Toman
Bookkeeper/Secretary

Reviewed by,

Doug Poad
Senior Planner - Transportation